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INFORMATION REPORT INFORMATION REPORT
CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Czechoslovakia	REPORT NO.		50X1
SUBJECT	Czechoslovak Map Corrections -- Roads, Railroads, and Dams	DATE DISTR.	12 December 1955	
		NO. OF PAGES	32	
DATE OF INFO.		REQUIREMENT NO.		50X1
PLACE ACQUIRED		REFERENCES		50X1
DATE ACQUIRED				

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

50X1 Attached is as received

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C-O-N-F-I-D-E-N-T-I-A-L

STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC					
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

INFORMATION REPORT INFORMATION REPORT

CONFIDENTIAL**REPORT**

50X1

COUNTRY Czechoslovakia

50X1

DATE DISTR. 21 October 1955**SUBJECT** Czechoslovak Map Corrections -- Roads,
Railroads and Dams**NO. OF PAGES** 31**DATE OF INFORMATION****REFERENCES:**

50X1

PLACE ACQUIRED**THIS IS UNEVALUATED INFORMATION**Reference is made to page 2, overlay on map, Sheet U-11, First Edition -
AMS 2, Scale 1:100,000:

- 50X1 1. The road connecting Olomouc and Tovacov (N 49-26, E 17-17) is
50X1 indicated on referenced map as a "Secondary Road".
50X1 this road was reconstructed during 1949 and 1950,
50X1 widened to five meters and surfaced with asphalt; therefore,
50X1 it should be classified in the category of "Other Main Roads".

- 50X1 2. the road connecting Litovel (N 49-43, E 17-05)
50X1 and Unicev (N 49-46, E 17-08) followed the route indicated by
50X1 the solid line on referenced overlay. It did not follow the
50X1 route indicated on referenced map, which is shown by the dotted
50X1 line between points A and B on the overlay.

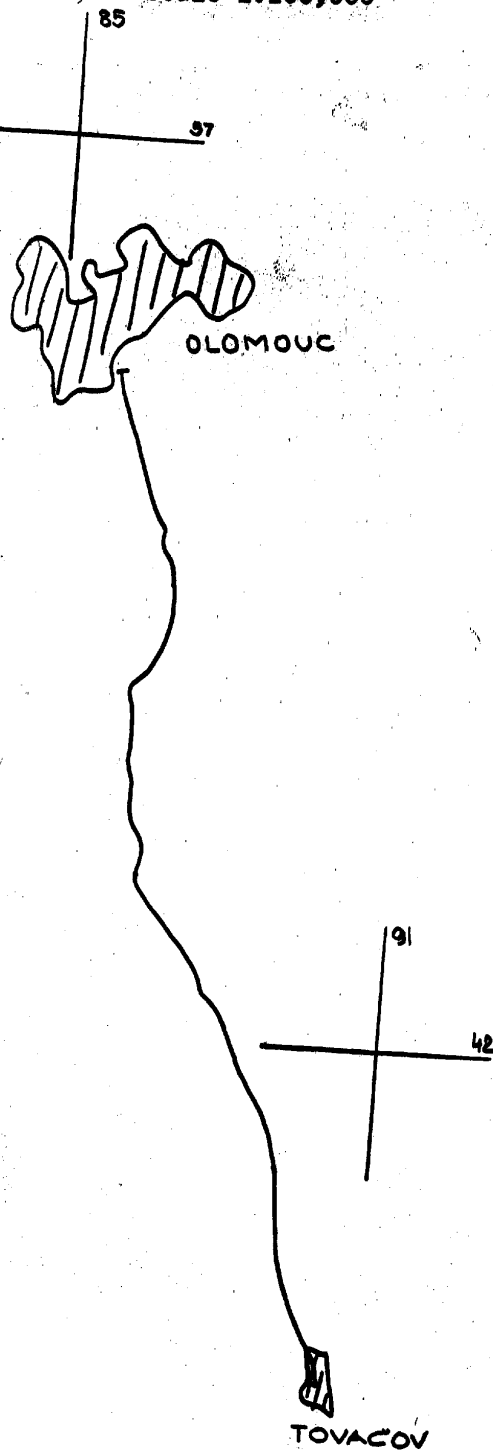
Reference is made to page 2, overlay on map, Sheet T-11, First Edition -
AMS 1, Scale 1:100,000:

- 50X1 3. The road connecting the Lesnice (N 49-53, E 16-57) community
50X1 with the Sumperk (N 49-58, E 16-58) - Zabreh (N 49-53, E 16-52)
50X1 main road, indicated on referenced map as "Other Roads and Cart
50X1 Tracks", was about four meters wide and had a hard-packed sur-
50X1 face; therefore, this road should be classified as a "Secondary
50X1 Road".

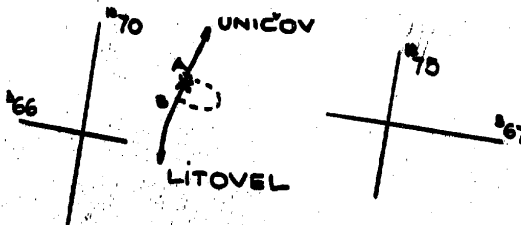
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- 2 -

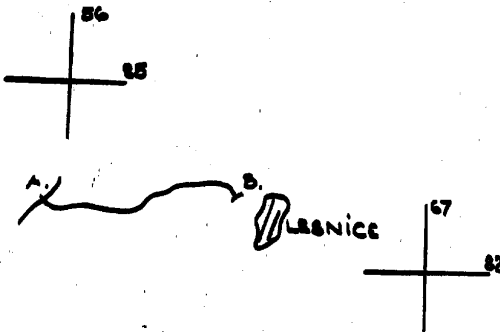
1. Overlay on Map
Sheet U-11
First Edition - AMS 2
Scale 1:100,000



2. Overlay on Map
Sheet U-11
First Edition - AMS 2
Scale 1:100,000



3. Overlay on Map
Sheet T-11
First Edition - AMS 2
Scale 1:100,000



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<u>Unit Designation</u>	<u>Subordination</u>	<u>Location</u>	<u>CO and Remarks</u>
4th Gds Mecz Army Postal Unit	4th Gds Mecz Army	Eberswalde	CO was Sr Lt (fnu) Bondarev.
		50X1	
		50X1	
		50X1	(For pinpoint location, see Annex A, point 20).
50X1 1st Gds Mecz Army Guard Co (rota ochrany)	4th Gds Mecz Army	Eberswalde	CO was Maj (fnu) Kudinov.
		50X1	
		50X1	(For pinpoint location see Annex A, point 32.)
50X1 1st Air Force Sig Squadron	4th Gds Mecz Army	Finow	CO was Lt Col (fnu) Meresov.
		50X1	
		50X1	
50X1 1st Transportation Co (avtoereta)	4th Gds Mecz Army	Eberswalde	CO was Sr Lt (fnu) Deryatkin. This company provided vehicles for the Army staff.
		50X1	
		50X1	(For pinpoint location, see Annex A, point 32)
50X1 1st Pioneer Bn	4th Gds Mecz Army	3 km north or north-east of Eberswalde	
			It was south of 50X1 Hohen Zollern Kanal.
50X1 1st Sig Regt	4th Gds Mecz Army	Eberswalde	CO was Col (fnu) Kovalev.
		50X1	
		50X1	(For the pinpoint location, see Annex A, point 34.)
50X1 1st Sig Bn	4th Gds Mecz Army	Eberswalde	CO was Capt (fnu) Zaynaddinov.
50X1 1st Motorcycle Bn	4th Gds Mecz Army	Eberswalde	For pinpoint location, see Annex A, point 35. No further information.
		50X1	
50X1 1st Gds Mecz Div	4th Gds Mecz Army	Bernau (N 52-40, E 13-35)	CG was unknown.
		50X1	the 16th Gds Mecz Regt, was subordinate to this division
		50X1	
		50X1	

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<u>Unit Designation</u>	<u>Subordination</u>	<u>Location</u>	<u>CO and Remarks</u>
82d Armored Regt (?)	6th Gds Mecz Div	Berlin	
24th Mecz Regt (?)	6th Gds Mecz Div	Berlin	50X1 CO was unknown. 50X1 both these regiments were alerted in 1954, when a sergeant from the 16th Gds Mecz Regt went AWOL.
16th Gds Mecz Regt	6th Gds Mecz Div	Bad Freienwalde (N 52-46, E 14-03)	50X1 CO was Col (fnu) Gorkin. 50X1 It had two 50X1 motorized infantry battalions located in the same caserne. (For its pinpoint location see Annex B.) No further information
1st Mtrqd Inf Bn	16th Gds Mecz Regt	Bad Freienwalde	50X1 CO was Guards Lt Col (fnu) Klunnov. 50X1 The act 50X1 battalion strength was 26 officers and 282 EM; the authorized strength was 27 officers and 285 EM. The 2d Co, MG Co, AA MG Plat, A Btry and Communications Pla of this battalion were all located 1 1/2 to 2 km west of Bad Freienwalde on the road to Berlin. (See Annex B for their locations.) The 1st Co was in Biesenthal (N 52-45, E 13-37). 50X1
50X1 1st Gds Mecz Regt	6th Gds Mecz Div	Eberswalde	50X1 CO was unknown. This 50X1 regiment allegedly had a radar company (Radio- 50X1 lekatziennaya rota). 50X1 4 radar sets mounted on trucks, all of which were located on the eastern outskirts of Eberswalde. (For this unit's pinpoint location, see Anne B.)
68th Hv Tk Regt	6th Gds Mecz Div	Eberswalde	50X1 CO was unknown. 50X1

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CO and Remarks

CO was unknown. (For point location, see Anne B.) No further information.

Strength unknown.

CO was Lt Col (fnu) Dudk

(For pin point location, see Anne B.) No further information.

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Annexes:

Annex A - Soviet Military Installations in Eberswalde

**Annex B - Overlay and Pinpoint Location of Soviet Military Installations in
Bad Freienwalde**

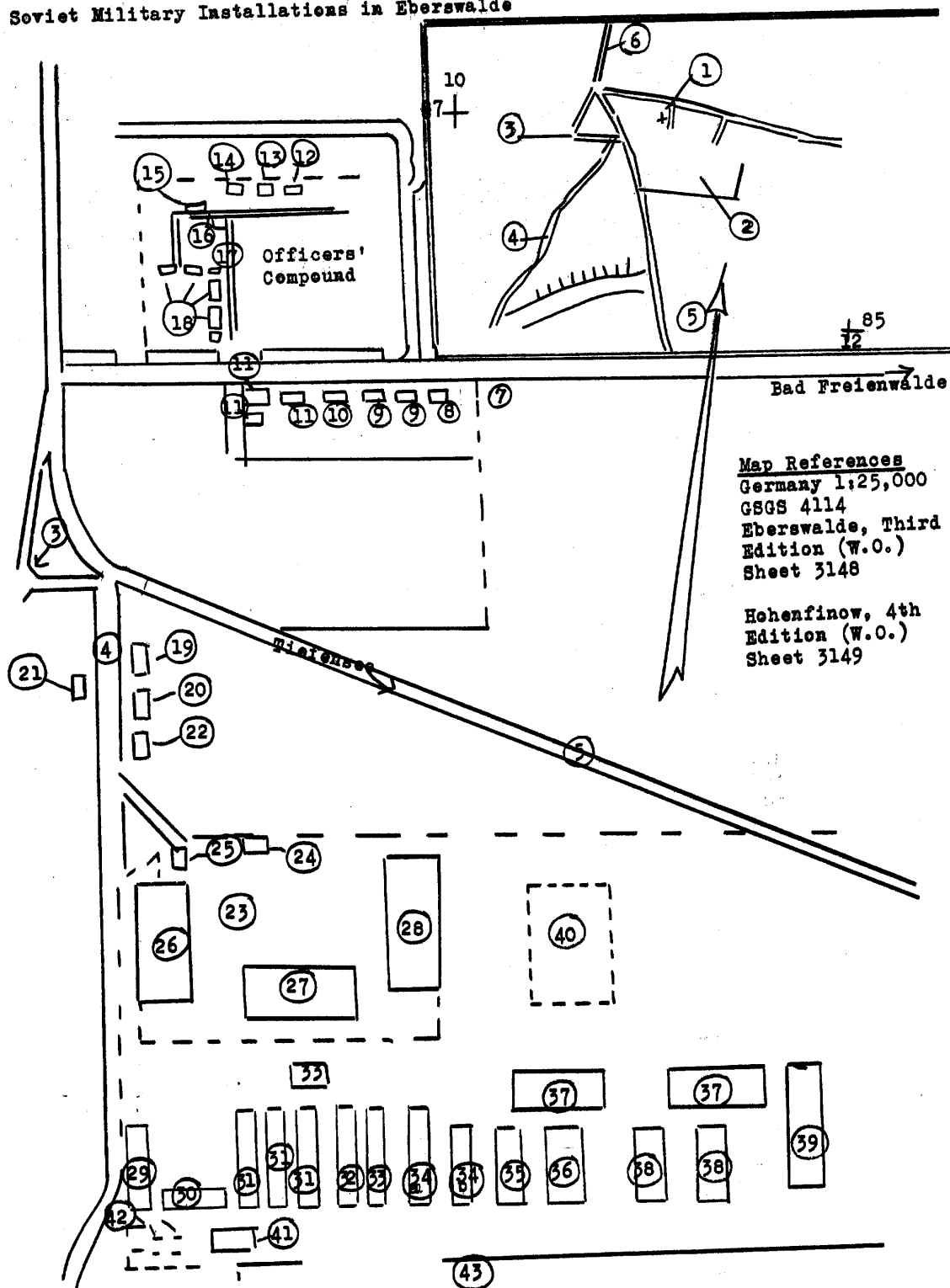
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ANNEX A

Soviet Military Installations in Eberswalde



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Legend to Annex A

Soviet Military Installations in Eberswalde

1. Church
2. German cemetery
3. Road leading to Biesenthal and Bernau
4. Road leading to 4th Gds Mecz Army Hq
5. Road leading to Tiefensee (N 52-41, E 13-51)
6. Unidentified road
7. Area occupied by 17th Gds Mecz Regt
8. House occupied by CO of 17th Gds Mecz Regt
9. Soviet officers' homes
10. Soviet PX ("univermag")
11. German homes
12. Home of Gen Lt (fau) Popel, 4th Gds Mecz Army Military Council Representative
13. Home of Gen Maj (fau) Chizh, CG of 4th Gds Mecz Army
14. Hotel for visiting Soviet VIP's
15. Home of Lt Col (fau) Popov, Chief of Operations Section, 4th Gds Mecz Army
16. Home of Gen Maj (fau) Vorenich, Artillery CO of 4th Gds Mecz Army
17. Home of Gen Maj (fau) Telubke, Asst CG of 4th Gds Mecz Army
18. Unidentified Soviet officers' homes
19. Postal Base for 6th Gds Mecz Div
20. 4th Gds Mecz Army Postal Unit #23924
21. Soviet officers' club ("home of Soviet Army"). Help was German
22. Management and maintenance office for officers' club (item 21, above)
23. Hq, 4th Gds Mecz Army
24. Reception booth or office
25. Message center for classified mail ("punkt sbera i denezeniy")
26. Building housing the 4th Gds Mecz Army political section (1st floor); artillery section and Communications Section (2d floor); and Manpower and Replacement Section ("etdel ukomplektovaniya") (3d floor).
27. Main Hq Building of 4th Gds Mecz Army. The first floor had offices of CG, Asst CG, and C of S. The second floor had map room, PT section, correspondence section, etc. The third floor had operations section and personnel section.

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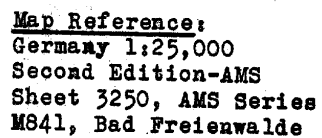
-9-

28. Hq, 4th Gds Mecz Army. The first floor had a bank and military tribunal. The second floor had the supply section. The third floor had the Billeting, Maintenance and Housekeeping sections.
29. Dormitories of students (Soviet officers' children).
30. Soviet school, for children of Soviet officers
31. Homes occupied by Soviet officers of units attached to 4th Gds Mecz Army (Communications Bn and Motorcycle Bn).
32. 4th Gds Mecz Army Cooks School, Guard Co, Transportation Co, and Housekeeping Co.
- 33a. Soviet officers' messhall.
- 34b. 4th Gds Mecz Army Sig Bn
34. 6th Communication Regt
35. U/1 Motorcycle Bn
- 50X1 U/1 Landing (?) Unit (called [] Desantnaya Voyska) being formed there
50X1 since the fall of 1954. [] they wore a metallic emblem with an anchor as a centerpiece and that they were not paratroopers, but possibly maritime landing troops.
37. EM messhall
38. Arty NCO school
39. The bldg basement housed the electric power plant for both Soviet compounds shown on this sketch; the officers' compound enclosing points 12 to 17 and the 4th Gds Mecz Army compound. First floor housed the auto repair shop. The officers' compound in Eberswalde was surrounded by a 6 ft wooden fence, which, however, had many holes. The entire compound was guarded by the following three guards:
- (1) A 24 hour guard at the entrance on the south side of the compound
 - (2) One guard for the homes of Chizh and Popel and the VIP Hotel (from dark until 0700 hours)
 - (3) One roving guard in the center of the compound (from dark until 0700 hours)
- []
- 50X1 Around the 4th Army Hq compound was a 6 foot wooden fence. The message center
50X1 was 1 1/2 m from the fence opposite the reception booth. [] it would be hard to penetrate. It would be possible, but one would have to come from the south side of compound and make his way through the entire compound, bearing west. The message center functions from 0800 to 1800 hours and is not guarded. Guard from reception booth keeps an eye on it.
40. Vegetable storage warehouse
41. Auto repair shop of Transportation Co
42. POL dump
43. Motor pool for vehicles, T-34 tanks and u/1 artillery pieces.

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Overlay and Pinpoint Location of Soviet Military Installations in Bad Freienwalde



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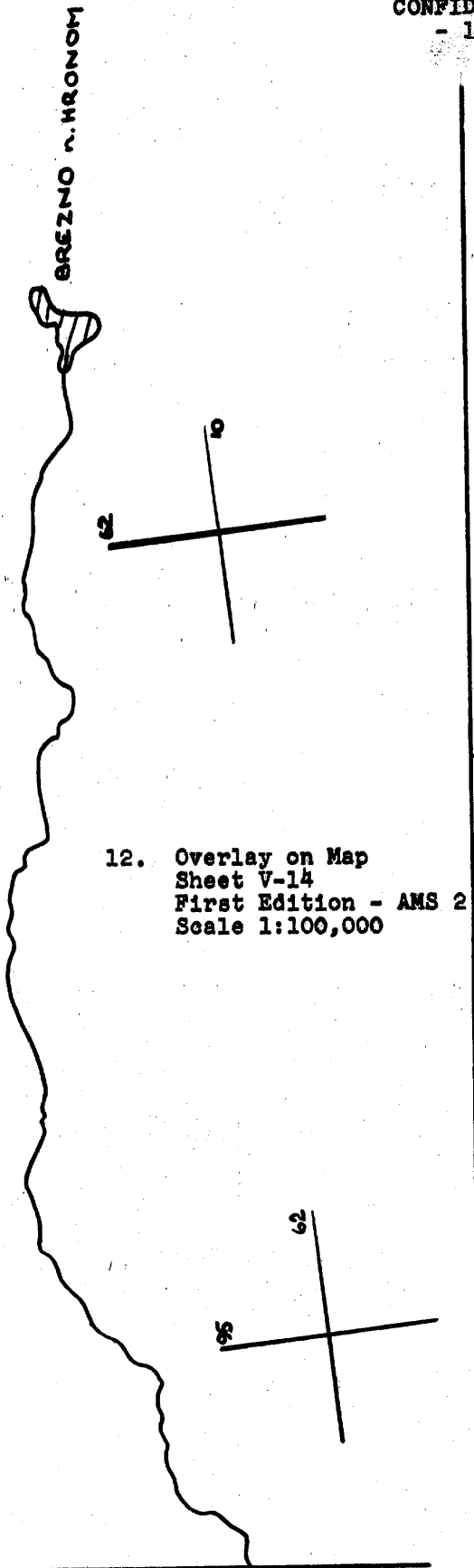
Legend to Annex B

Overlay and Pinpoint Location of Soviet Military Installations in Bad Freienwalde

1. German People's Police (Volkspolizei)
2. 68th Soviet Military Kommandatura of the District of Bad Freienwalde
3. German draft board and induction station
4. Garage for 68th Soviet Military Kommandatura
5. Elementary Russian school (includes 5th grade) for children of Soviet officers
6. Pushkin House (for German Communist youth). This house employs German help
7. Small German restaurant fraternized by Soviet officers and Germans. This was also operated by Germans
8. City park
9. Soviet cemetery
10. District Committee (raykom) of the German Communist Party
11. Unidentified German house
12. German hospital
13. Unidentified Medical Bn
14. German municipal hospital
15. Soviet officers' club (House of the Soviet Army)
16. Artillery ammunition dump
17. Garage for 6 SP's and 3 T-34 tanks and a repair shop for tanks and vehicles
18. Soviet officers' homes
19. Soviet stadium for 16th Gds Mecz Regt
20. Caserne housing 1st and 2d Mtrzd Inf Bns and the Recon Co, 16th Gds Mecz Regt
21. Caserne housing 85 mm Divisional Gun Btry and an unidentified Tank Bn of the 16th Gds Mecz Regt
22. Officers' messhall
23. Regimental Hq of 16th Gds Mecz Regt as well as a dispensary and officers' billets
24. NCO School of 16th Gds Mecz Regt
25. EM messhall for unidentified (possibly 19th) Motorcycle Bn.
26. Drivers' school
27. Vehicle repair shop for vehicles
28. EM messhall for personnel of 16th Gds Mecz Regt
29. Motor pool for tanks, artillery and vehicles

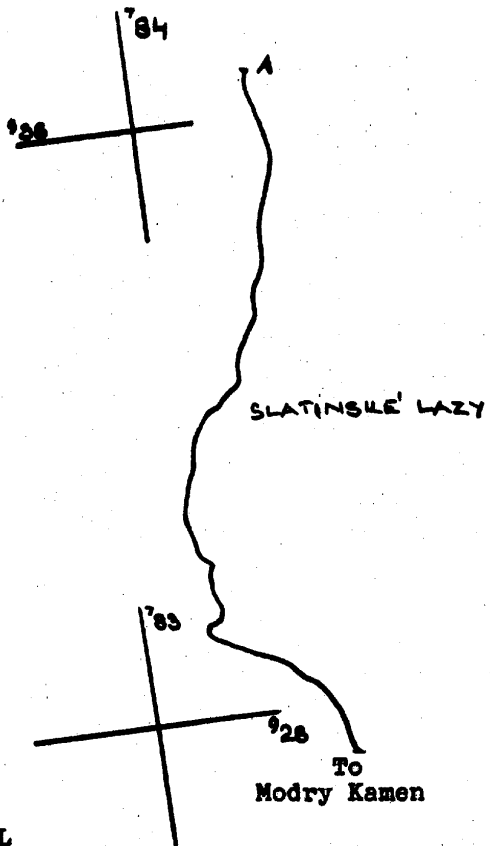
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11. Overlay on Map
Sheet W-13
First Edition - AMS 1
Scale 1:100,000

12. Overlay on Map
Sheet V-14
First Edition - AMS 2
Scale 1:100,000



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Reference is made to page 14, overlay on map, Sheet V-11, First Edition - AMS 2, Scale 1:100,000:

13. The road connecting Kyjov (N 49-01, E 17-07), Osvetimany (N 49-04, E 17-15) and Stribrnice (N 49-04, E 17-19), indicated as a "Secondary Road" on referenced map, was five meters wide and surfaced with asphalt; therefore, this road should be classified in the category "Other Main Roads".

50X1

14. The road connecting Zebetin (N 49-12, E 16-29) and Veselka (N 49-11, E 16-30), indicated on referenced map as a "Secondary Road", was eight meters wide and should be classified in the category "Main Roads". The same was true of the section of the road leading through Novy Liskovek (N 49-11, E 16-34) which is also shown on the overlay.

50X1

15. The road leading to Moravany (N 49-03, E 17-10), indicated on referenced map in the category "Other Roads and Cart Tracks", was four meters wide and had a hard-packed surface; it should be classified as a "Secondary Road".

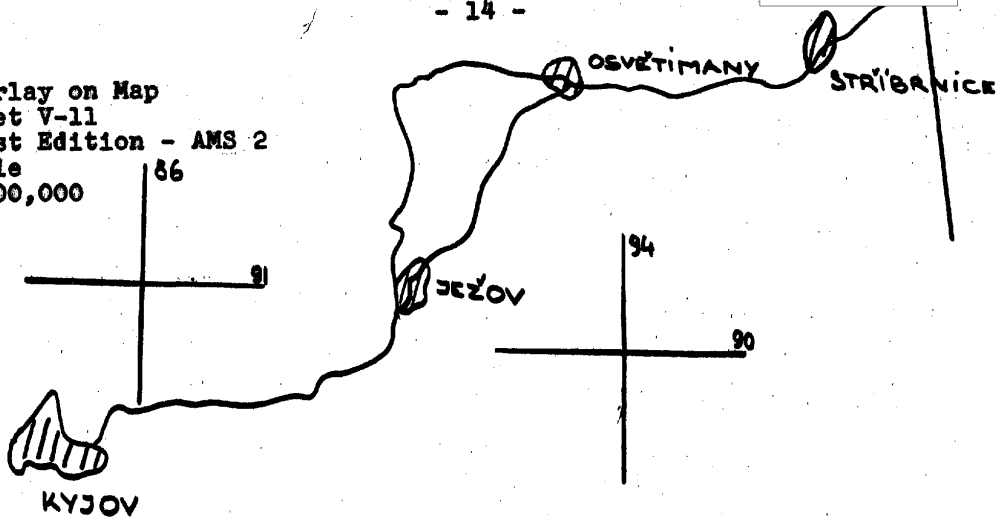
50X1

50X1

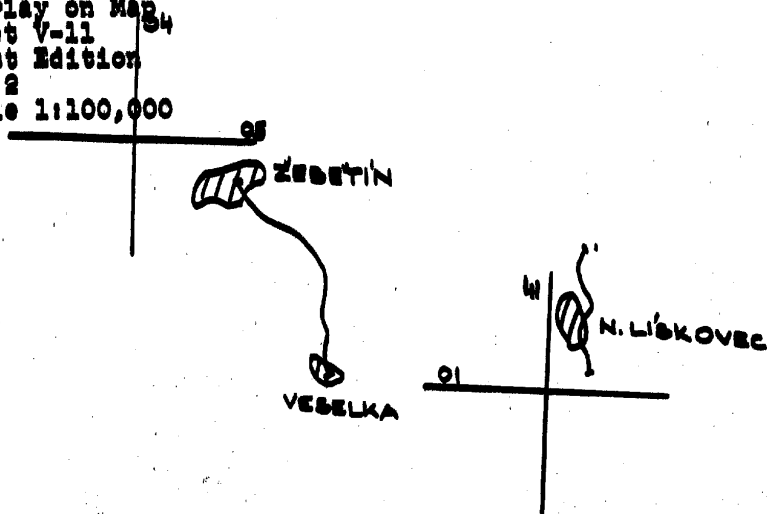
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- 14 -

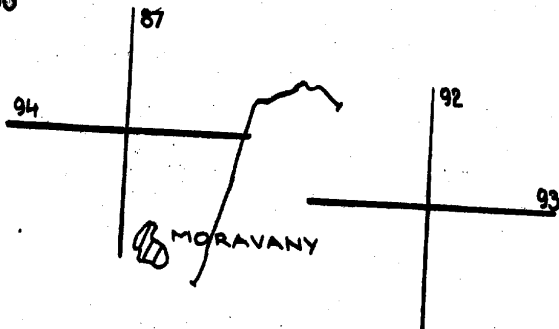
13. Overlay on Map
Sheet V-11
First Edition - AMS 2
Scale 1:100,000



14. Overlay on Map
Sheet V-11
First Edition
AMS 2
Scale 1:100,000



15. Overlay on Map
Sheet V-11
First Edition - AMS 2
Scale 1:100,000



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Reference is made to page 16, overlay on map, Sheet V-12, First Edition - AMS 2, Scale 1:100,000:

16. The main road connecting Trencin (N 48-53, E 18-03) and Nove Mesto nad Vahom (N 48-45, E 17-53) was straightened between points A and B, as indicated by the solid line on the overlay. The new road was eight meters wide. The old road, indicated by the dotted line on the overlay, was still open for traffic.

50X1

17. The road connecting Brezuvky (N 49-09, E 17-42) and Provodov (N 49-10, E 17-44), indicated by the solid line connecting points A and B on the overlay, was a "Secondary Road" and correctly indicated as such on the map used for the overlay. However, the road indicated by the dotted line connecting points C and D on the overlay and ~~classified~~ as a "Secondary Road" on the map used for the overlay, did not exist. The road connecting Gottwaldov and Uhersky Brod (N 49-02, E 17-39) was straightened as shown by the solid line between points E and F on the overlay. The old road, indicated by the dotted line on the overlay, was still open for traffic.

18. The road connecting Gottwaldov and Holesov (N 49-20, E 17-35), indicated on referenced map as a "Secondary Road", was five meters wide and surfaced with asphalt; therefore, it should be classified in the category "Other Main Roads".

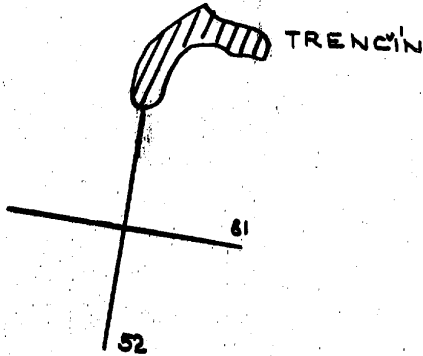
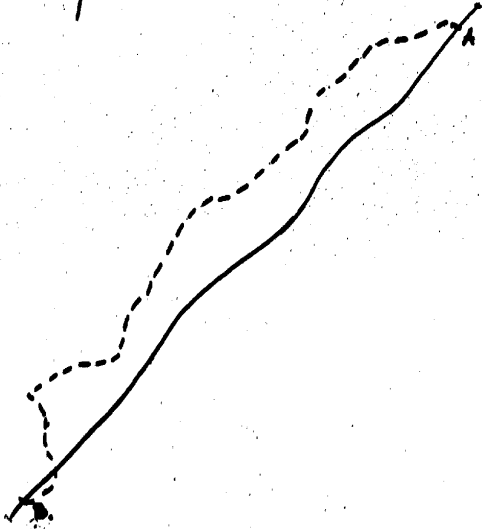
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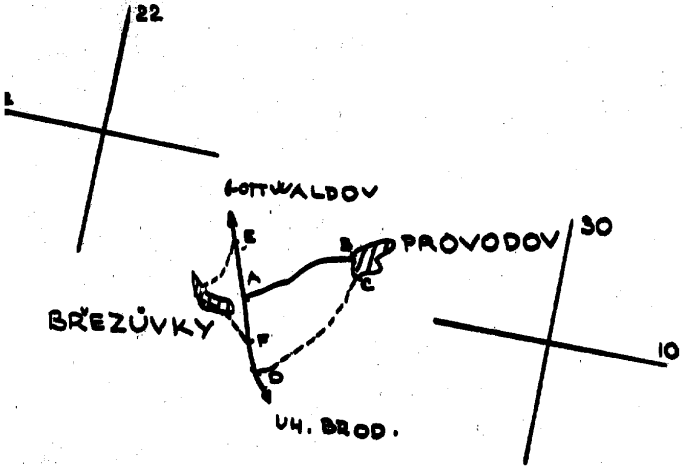
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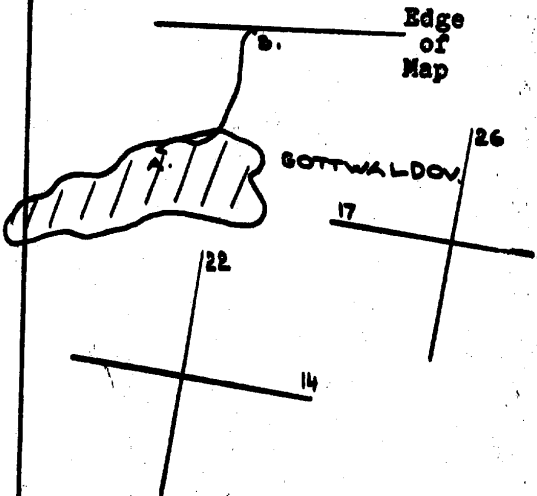
16. Overlay on Map
Sheet V-12
First Edition 42
AMS 2
Scale:
1:100,000



17. Overlay on Map
Sheet V-12
First Edition - AMS 2
Scale 1:100,000



18. Overlay on Map
Sheet V-12
First Edition - AMS 2
Scale 1:100,000



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Reference is made to page 18, overlay on map, Sheet V-12, First Edition - AMS 2, Scale 1:100,000:

- 50X1 19. The road connecting Trencianska Turna (N 48-51, E 18-01), Hornany (N 48-47, E 18-12) and Novaky (N 48-43, E 18-33), indicated on referenced map as a "Main Road", was about four meters wide and had a hard-packed surface; therefore, it should have been classified as a "Secondary Road". The road was in very poor condition [redacted] in the area in the summer of 1954.
- 50X1 20. The road connecting Ilava (N 49-00, E 18-14) and Valaska Bela (N 48-53, E 18-24), indicated on referenced map in the category of "Other Roads and Cart Tracks", was five meters wide and surfaced with asphalt; therefore, it should be classified in the category "Other Main Roads". [redacted]
- 50X1 21. The road connecting Kyjov (N 49-01, E 17-07) with the Brno-Uherske Hradiste (N 49-04, E 17-27) highway at point A on the overlay is indicated on referenced map as a "Secondary Road"; however, it was actually a road in the category of "Other Main Roads" (see paragraph 13 above). The road between Borsice (N 49-04, E 17-21) and point C on the overlay, indicated on referenced map in the category "Other Roads and Cart Tracks", was actually a "Secondary Road". [redacted]
- 50X1 22. The road connecting Jasenna and Vizovice (N 49-13, E 17-51), indicated on referenced map as a "Secondary Road", was actually in the category of "Other Main Roads". (See paragraph 6 for continuation of this road.)
- 50X1

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60

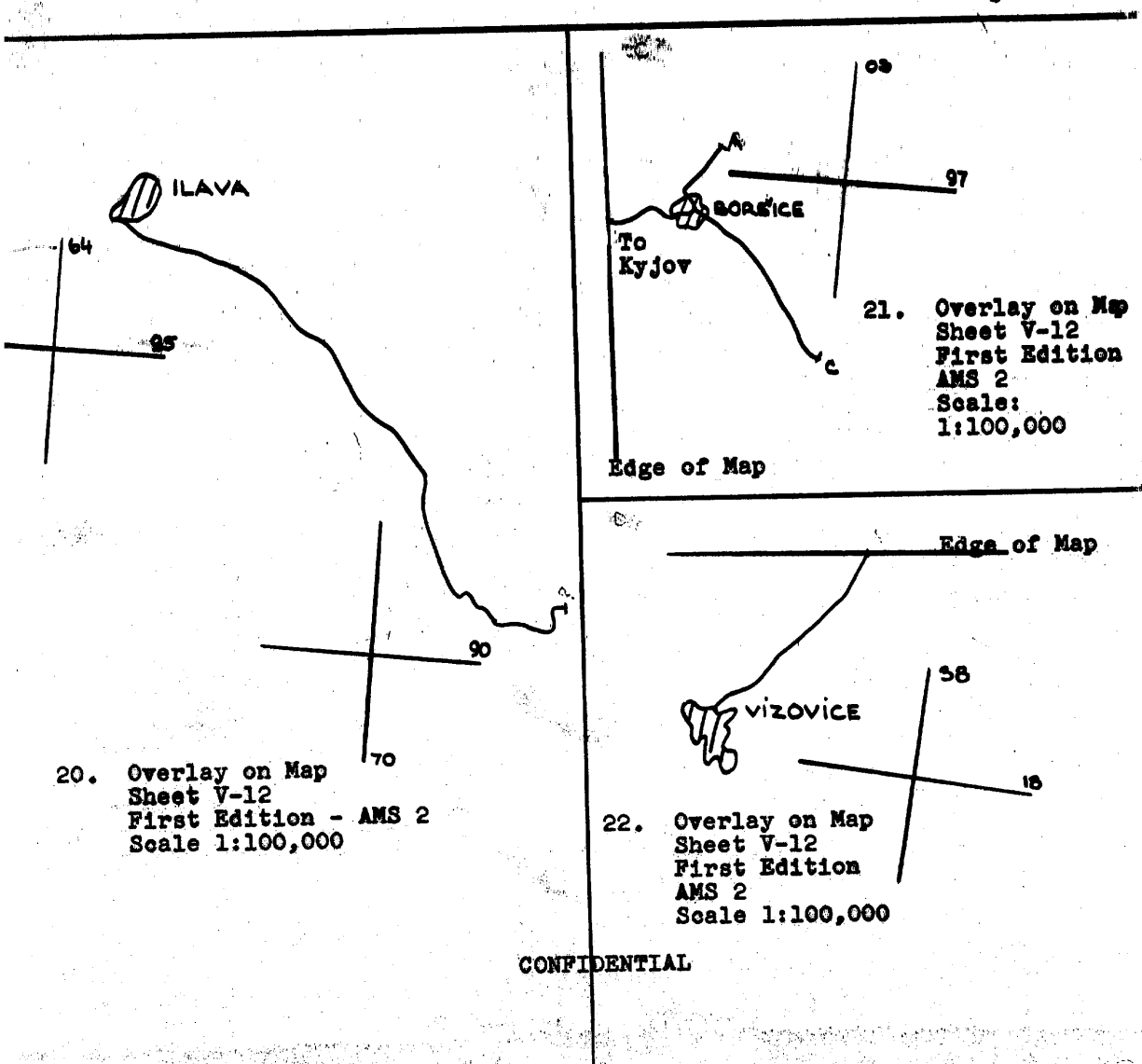
80

TRENC' TURNA

HORNANY

19. Overlay on Map
Sheet V-12
First Edition - AMS 2
Scale 1:100,000

19. Overlay on Map
Sheet V-12
First Edition - AMS 2
Scale 1:100,000



20. Overlay on Map
Sheet V-12
First Edition - AMS 2
Scale 1:100,000

21. Overlay on Map
Sheet V-12
First Edition
AMS 2
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1:100,000

22. Overlay on Map
Sheet V-12
First Edition
AMS 2
Scale 1:100,000

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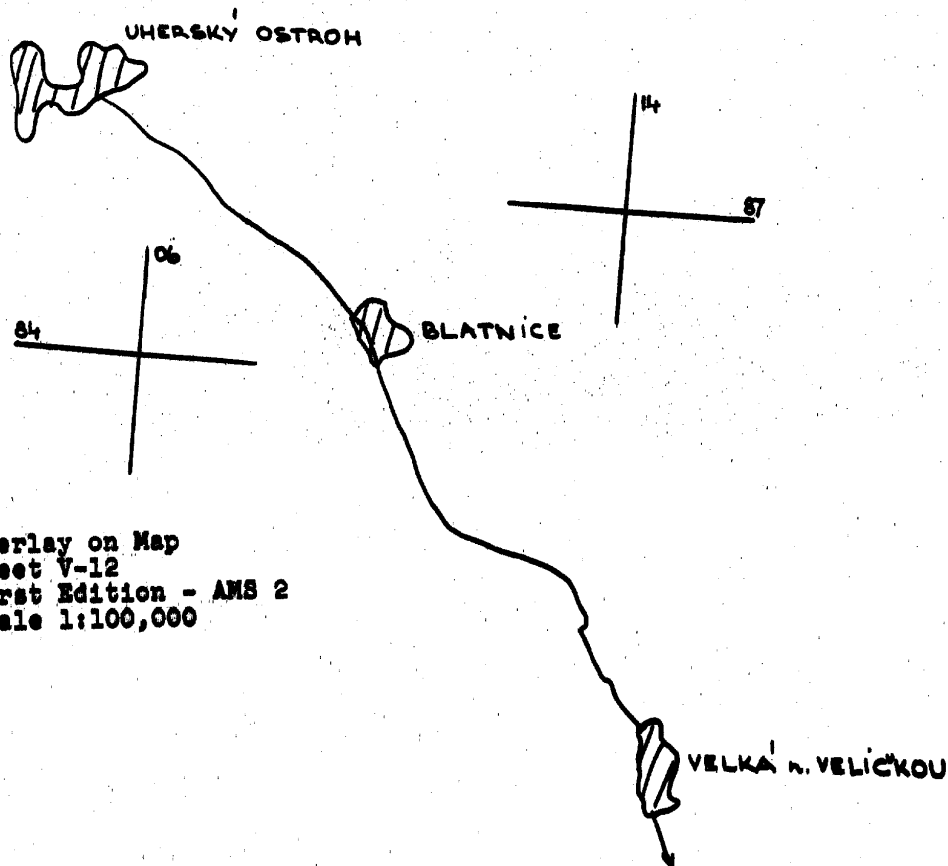
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- 19 -

Reference is made to page 20, overlay on map, Sheet V-12, First Edition - AMS 2, Scale 1:100,000:

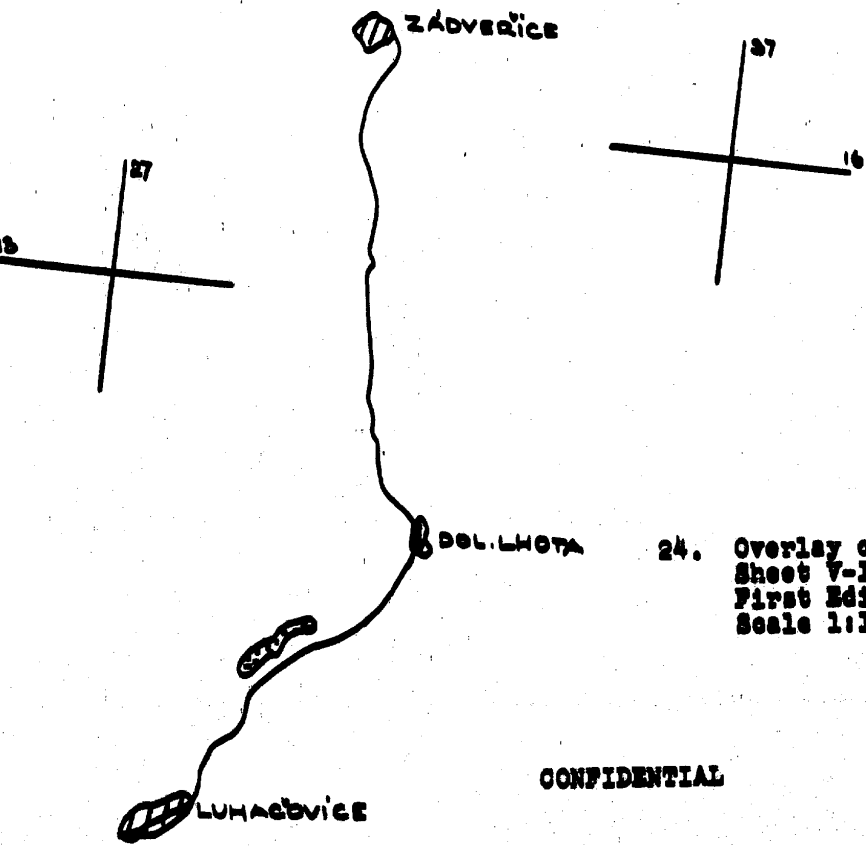
23. The road connecting Uhersky Ostroh (N 48-59, E 17-23) and Velka mad Velickou (N 48-53, E 17-32), indicated on referenced map as a "Secondary Road", should be classified in the category "Other Main Roads".
- 50X1
- 50X1
- 50X1
24. The road connecting Zadverice (N 49-13, E 17-48) and Luhacovice (N 49-06, E 17-46), indicated on referenced map as a "Secondary Road", was seven meters wide and surfaced with asphalt; therefore, it should be classified in the category "Main Roads".
- 50X1
- 50X1
- 50X1

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23. Overlay on Map
Sheet V-12
First Edition - AMS 2
Scale 1:100,000



24. Overlay on Map
Sheet V-12
First Edition - AMS 2
Scale 1:100,000

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Reference is made to page 22, overlay on map, Sheet V-12, First Edition - AMS 2, Scale 1:100,000:

25. The road connecting Gottwaldov, Bohuslavice (N 49-10, E 17-39), Brezolupy (N 49-08, E 17-35) and point C on the overlay, indicated on referenced map as a "Secondary Road", was five meters wide and surfaced with asphalt; therefore, it should be classified in the category "Other Main Roads". The same was true of the road leading from Bohuslavice to Biskupice (N 49-05, E 17-43) and the road connecting Gottwaldov, Ludkovice (N 49-07, E 17-44) and Biskupice. The latter road was straightened as indicated by the solid line between points A and B on the overlay.

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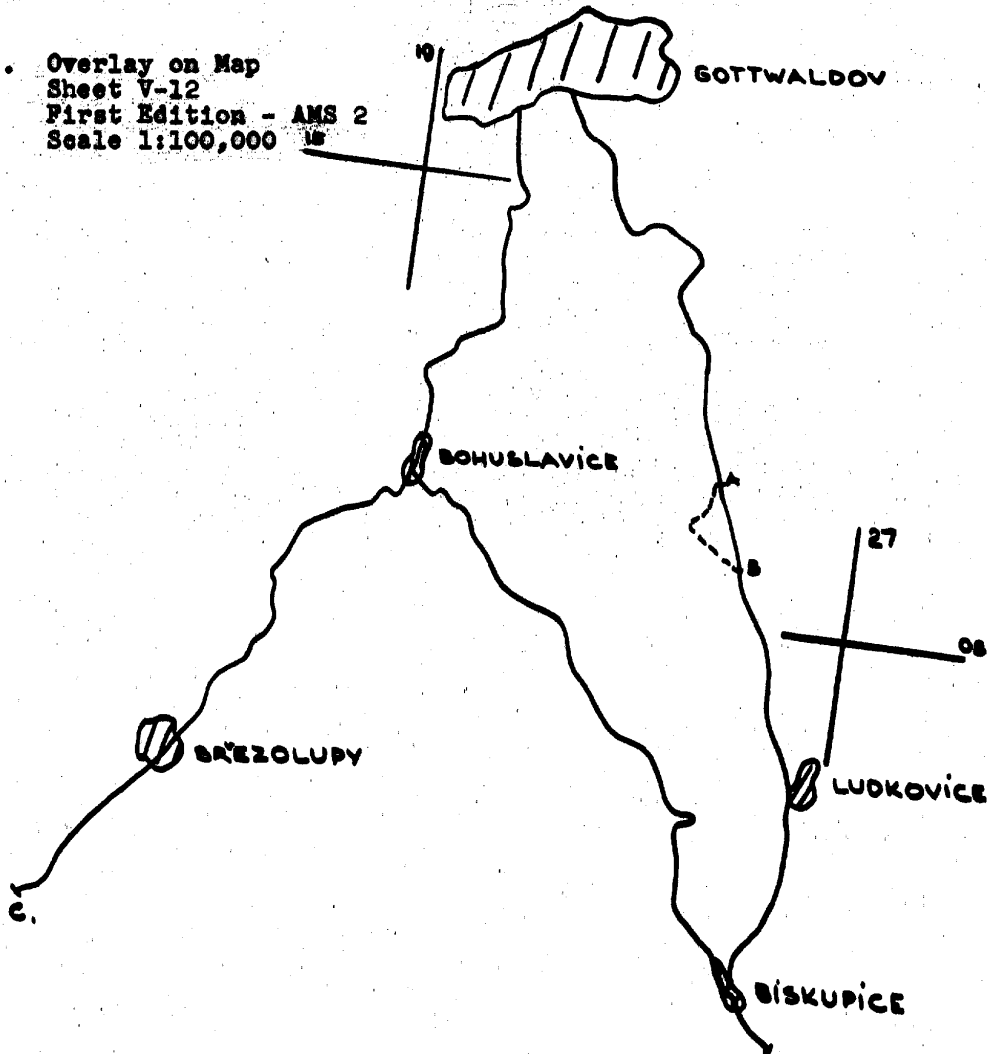
Reference is made to page 24, overlay on map, Sheet V-13, First Edition - AMS 2, Scale 1:100,000:

26. This is the other section of the road described in paragraph 20 above.
27. This is the Slovenska Lupca (N 48-46, E 19-17) section of the road described in paragraph 12 above.
28. The road leading from point A to Povazska Bystrica (N 49-07, E 18-27), indicated on referenced map as "Other Roads and Cart Tracks" was actually in the category "Secondary Roads". The section of the road indicated by point B is a bridge across the Vah River. 50X1
50X1
29. The railroad line between Dolni Stubna and Banska Bystrica followed the approximate course indicated on referenced map, with the exception of the stretch between points A and B. In this area the railroad followed the route indicated by the solid line, which led along the left bank of Harmanec Creek. The incorrect route along the right bank of Harmanec Creek, as shown on referenced map, is indicated on the overlay by a dot-dash line. The sections between a-b, c-d, and e-f, indicated on the overlay by dotted lines, represent tunnels which were not indicated on referenced map. The tunnel indicated on the overlay between points a and b was 4.5 km. in length and was the longest tunnel in Czechoslovakia. 50X1
there might have been one or two additional tunnels in the series; he was unable to remember exactly how many there were. The railroad was constructed during 1938 and 1939.

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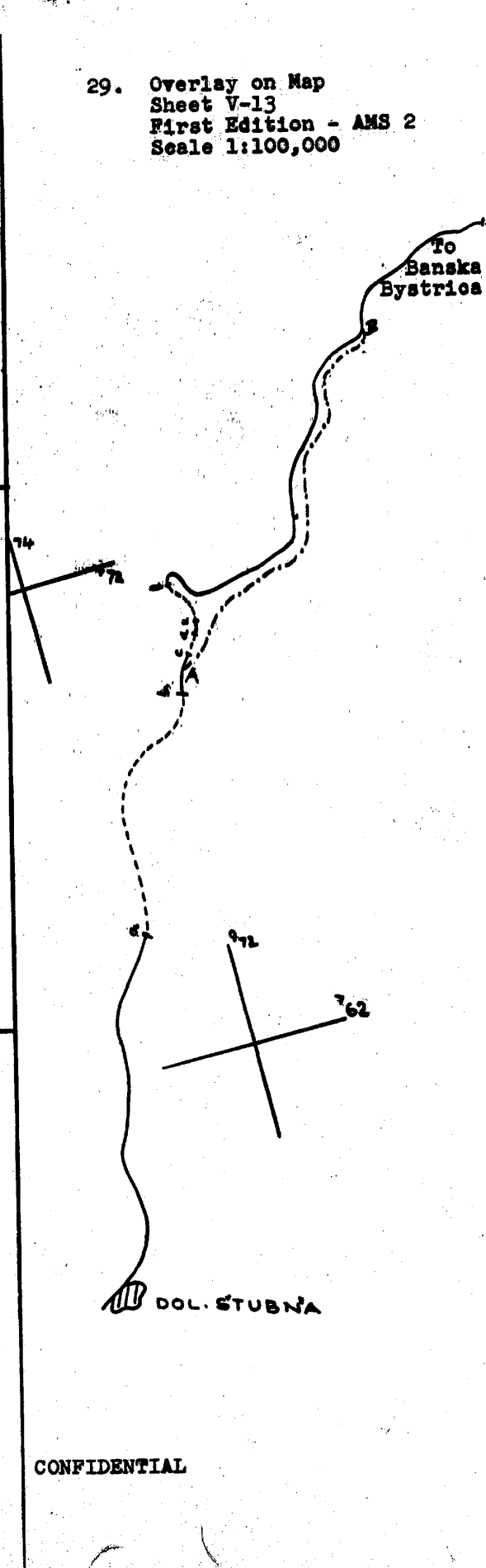
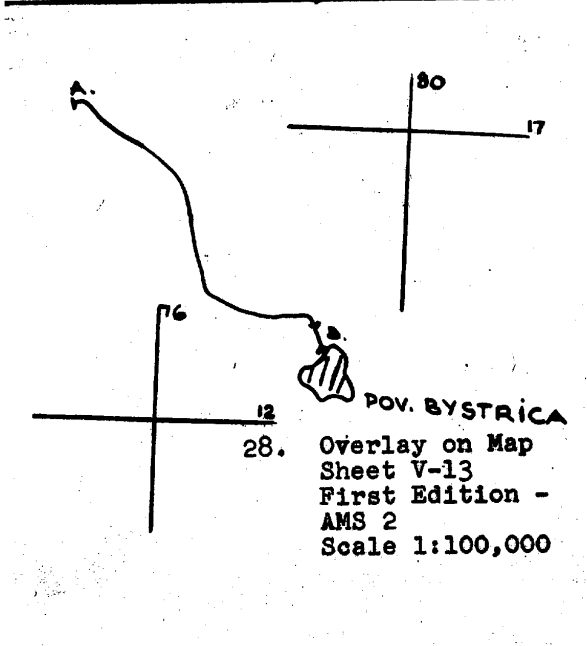
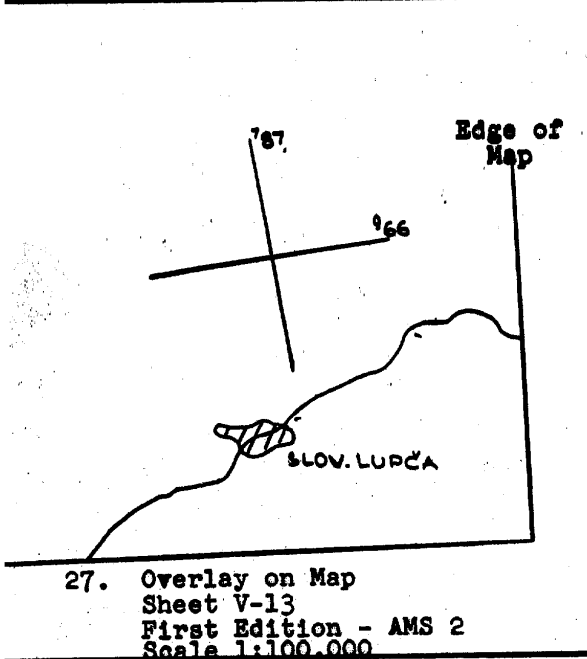
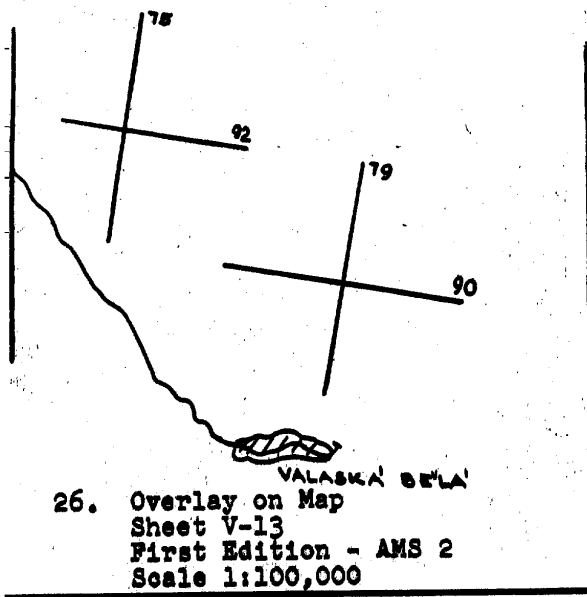
25. Overlay on Map
Sheet V-12
First Edition - AMS 2
Scale 1:100,000



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Reference is made to page 26, overlay on map, Sheet V-13, First Edition -
AMS 2, Scale 1:100,000:

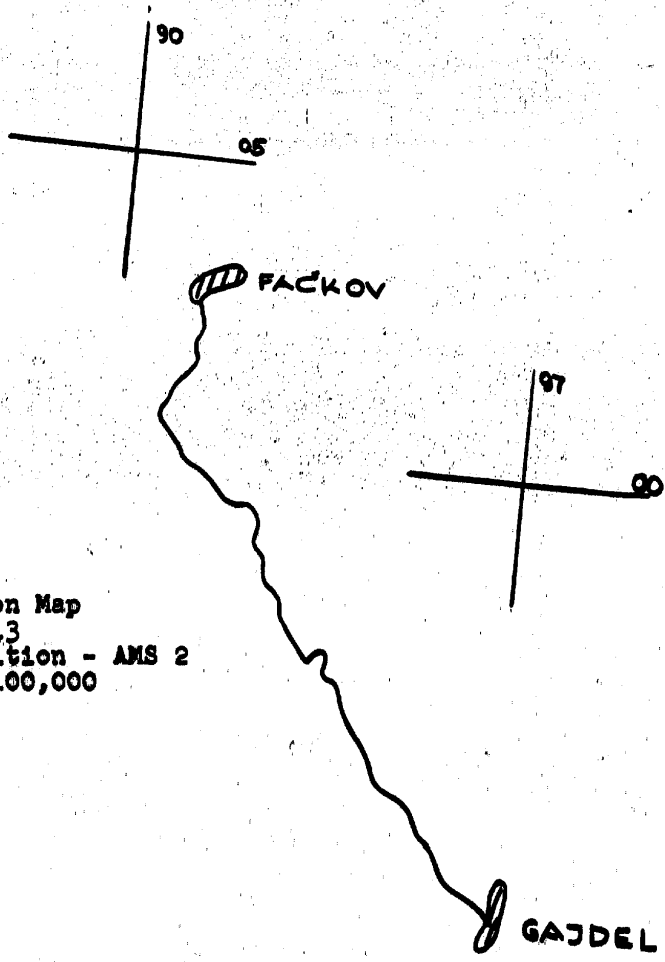
50X1 30. The road connecting Fackov (N 49-01, E 18-36) and Gajdel
50X1 (N 48-54, E 18-39), indicated on referenced map as a "Main
Road", was about four meters wide and had a hard-packed
surface; therefore, it should be classified as a "Secondary
Road". The road was very hilly and was in poor condition

50X1 31. There was a dam under construction on the Vah River which was
50X1 known as "The Dam of Youth". It was located southwest of
50X1 Povazska Bystrica. Construction was begun in 1950 and was
50X1 not yet near completion when source was in the area in August
1954.

50X1 32. The road connecting Predmier (N 49-12, E 18-32) and Hradna
(N 49-08, E 18-36), indicated on referenced map in the
category of "Other Roads and Cart Tracks", was four meters
wide and had a hard-packed surface; therefore it should be
classified as a "Secondary Road".

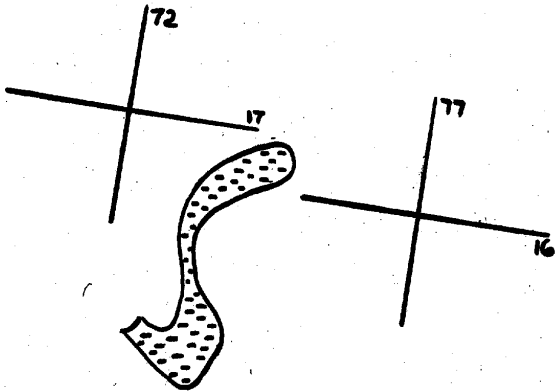
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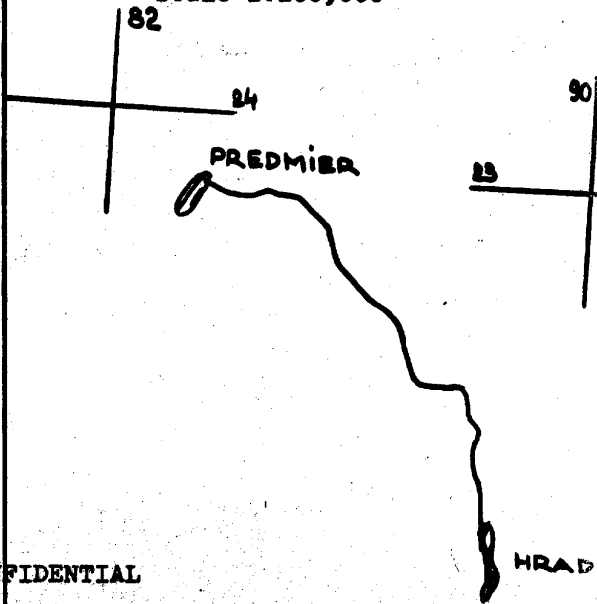


30. Overlay on Map
Sheet V-13
First Edition - AMS 2
Scale 1:100,000

31. Overlay on Map
Sheet V-13
First Edition - AMS 2
Scale 1:100,000



32. Overlay on Map
Sheet V-13
First Edition - AMS 2
Scale 1:100,000



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Reference is made to page 28, overlay on map, Sheet W-12, First Edition -
AMS 1, Scale 1:100,000:

33. The road connecting Dvorniky (N 48-21, E 17-48) and Pata
(N 48-17, E 17-50), indicated on referenced map in the
category of "Other Roads and Cart Tracks", was four meters
wide and had a hard-packed surface; therefore, it should be
classified as a "Secondary Road".

50X1

50X1

34. The road connecting Rumanova (N 48-20, E 17-52) and Velky Bab
(N 48-19, E 17-53), indicated on referenced map in the category
of "Other Roads and Cart Tracks", was four meters wide and had
a hard-packed surface; therefore, it should be classified as
a "Secondary Road".

50X1

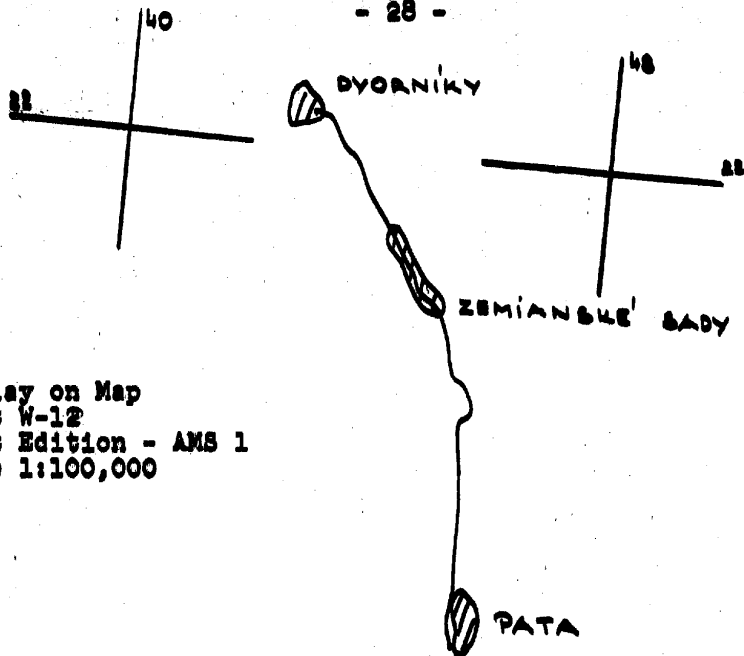
50X1

50X1

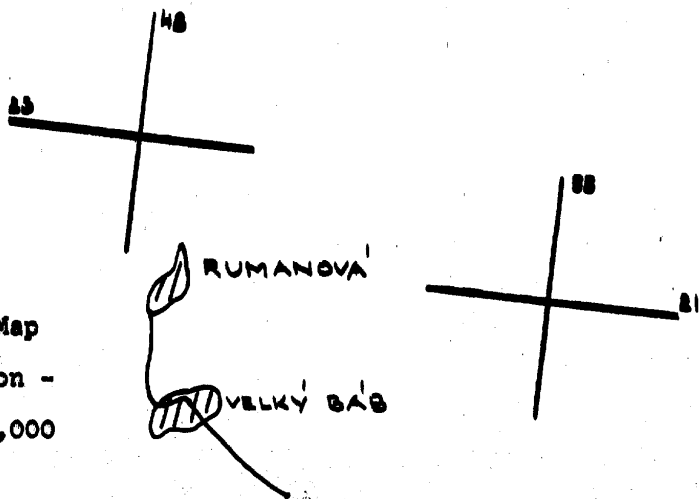
35. This is the Banovec nad Bebravou (N 48-53, E 18-16) section of
the road described in paragraph 19 above.

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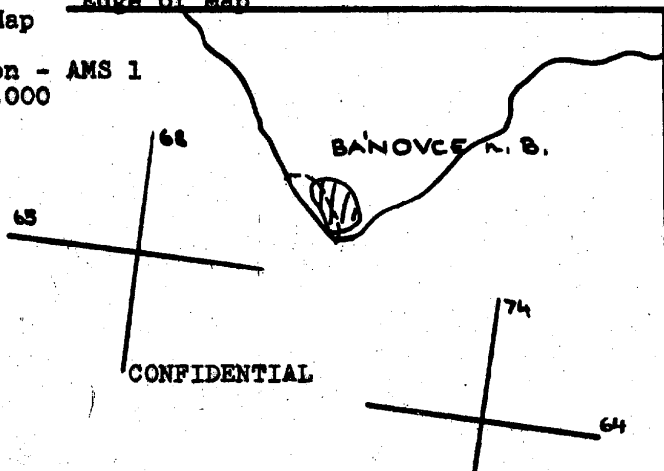


33. Overlay on Map
Sheet W-12
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Scale 1:100,000



34. Overlay on Map
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Scale 1:100,000

Edge of Map



35. Overlay on Map
Sheet W-12
First Edition - AMS 1
Scale 1:100,000

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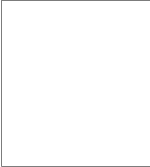


Reference is made to page 30, overlay on map, Sheet W-13, First Edition -
AMS 1, Scale 1:100,000:

- 50X1
- 50X1
36. The road connecting Banska Bystrica and Lieskovec (N 48-35, E 19-12), indicated on referenced map in the category of "Other Roads and Cart Tracks", was four meters wide and had a hard-packed surface; therefore, it should be classified as a "Secondary Road".
37. This is the Banska Bystrica section of the road described in paragraph 12 above.



(+1)

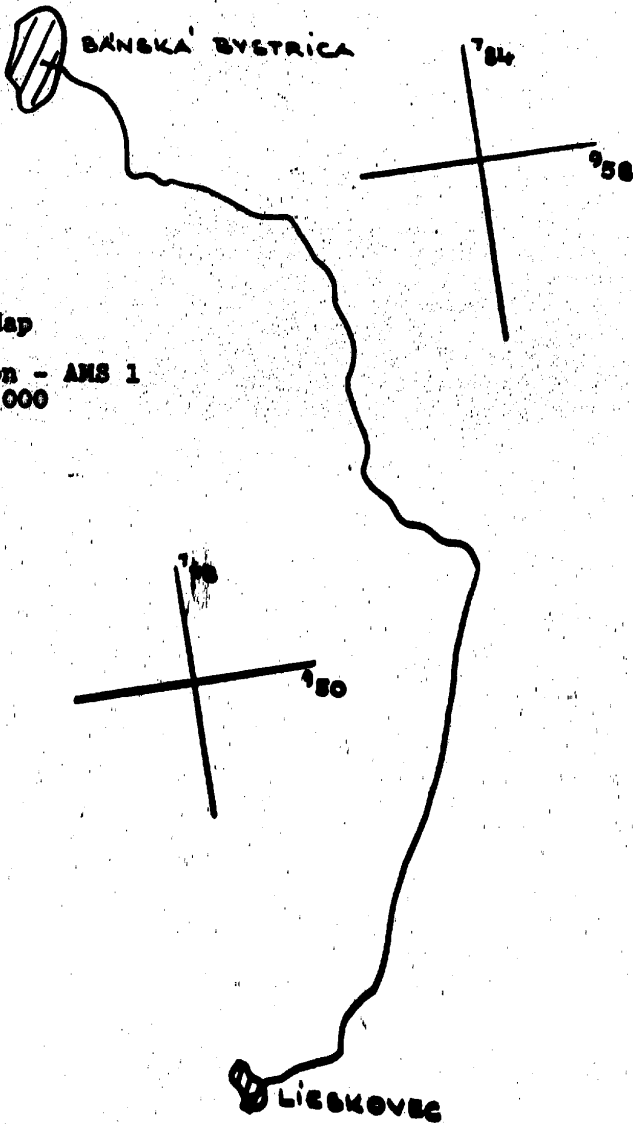


50X1

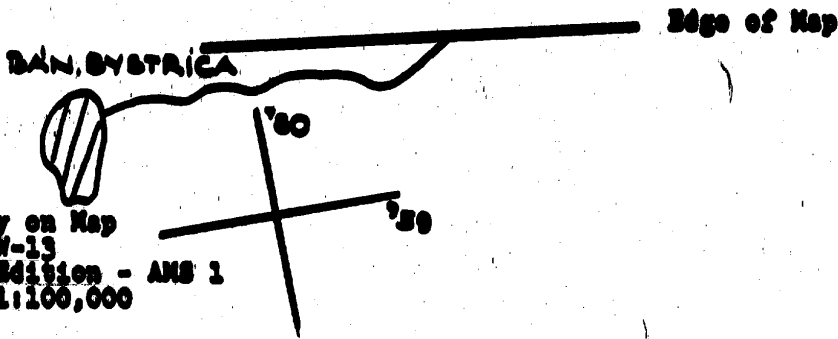
50X1

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36. Overlay on Map
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First Edition - AMS 1
Scale 1:100,000



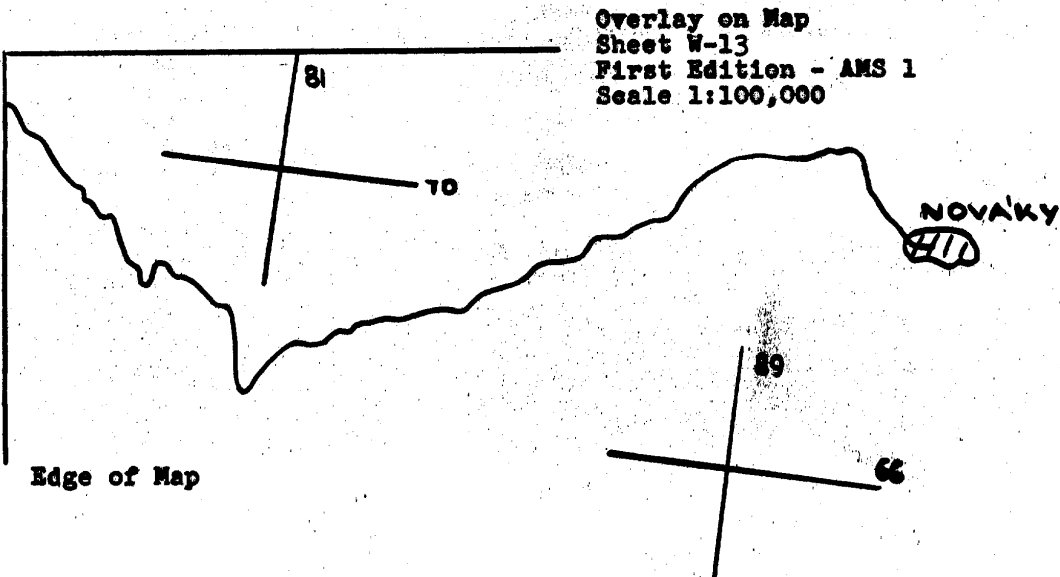
37. Overlay on Map
Sheet W-13
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Scale 1:100,000

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38. This is the Novaky section of the road described in paragraph 19 above.



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